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FLYING

Saucer

REVIEW



The Victorian U.F.O. Research Society

P.O. Box 43, Moorabbin, 3189, Vic. Australia

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U.F.O.

NEWS

EDITORIAL

Why must we always assess the intelligence of U.F.O.-flying space travellers by our own limited knowledge and claim they utilize some complicated means of propulsion? Could they not already, centuries ago perhaps, have gone through the various 'ages' from which this planet has emerged, and now reverted to the simple medium of gravity for their driving force? Perhaps they create their own gravitational force by means of electro-magnetism, as they travel.

They have been seen to carry out manoeuvres far beyond the capability of any Earth-made machines at speeds of which we can only dream and they can come to an abrupt halt just when we think they are about to crash. Two such cases come readily to mind. The first case was reported to have taken place over a caravan park in Canberra, Australian Capital Territory, and was witnessed by three people who observed a U.F.O. behaving in a peculiar manner — as if in trouble. It was wobbling about the sky like a top that was running down. Then another object was seen to come in very fast and, just when it seemed about to collide, it came to a sudden stop after which the one apparently in trouble moved away very slowly. The second case concerns a number of U.F.O.s, over New South Wales, which came in from different directions — on what we term a crash course. Just when it was thought they would hit, all stopped abruptly, paused and then flew off together in the same direction. Was this a meeting of the clans? Or were they generating current which would recharge their machines?

We all know the simple principles of electricity; that by cutting lines of force we generate electricity. When the U.F.O.s cut across Earth's lines of force, do they utilize this form of power for travel within our atmosphere?

Flying Saucers are not new as some of our bewildered scientists are discovering. In the days of Alexander the Great, 'flying shields' caused his armies to be dispersed in fear on at least three occasions. In biblical days 'clouds' spoke to people and the beings who reportedly flew in these 'clouds' were depicted as having very large wings which would be useless for flight, as some Earthmen discovered according to our history, much to their sorrow — and to the demise of some!

These reports of flying shields, clouds and fiery and flying chariots, as mentioned in the Scriptures and in other ancient literature, make us aware that a means of propulsion existed, and was obviously in use many centuries ago, which men of Earth have not yet

discovered as a medium of flight. Whilst we are still sending our astronauts into space 'chased' by enormous 'fire crackers', the U.F.O.-nauts have obviously found a means of propulsion which we should work overtime to discover — if only because of its possibilities regarding a means of transport. What it could save in the cost of fuel! What effect it could have on the potential size of our space capsules! And consider this means of air transport instead of wheeled vehicles . . . !

We have learned that stars and planets give off radio signals which would mean that they also have magnetic fields of some strength. Perhaps the space travellers use these as 'homing beams' and tune in to these signals to guide themselves through space. As the U.F.O.s appear to have been with us since B.C. they must, by now, have 'plotted' all or many of the stars and their signals. Do these frequencies alter and require replanning? And do the U.F.O. entities return from time to time to plant new navigational markers? Is this such a far-fetched idea? Once upon a time, and not so long ago either, it was thought that heavier-than-air machines would not fly, that we would never send a man to the moon and that "space travel is utter bilge" to quote the Astronomer Royal. But note the results of persistent research!

If the U.F.O. groups keep plugging away at their research, even though at the moment U.F.O. sightings may be somewhat scarce, perhaps in the not-too-distant future someone will, despite the oil companies, come into the open with an engine or a machine which will accomplish the same feats as the remarkable 'saucers'. If on the other hand, we continue to live as we do; building nuclear power stations willy-nilly, exploding atomic bombs and fighting wars among ourselves in headlong pursuit of global devastation, we may learn first-hand from a civilization which has been here before, brought with it its culture but departed too soon!

* * * * *

An English Doctor of Divinity, who is at present writing a book on U.F.O.'s and on the many aspects of the phenomenon, states "when you come near U.F.O.s, you very nearly come near everything!".

It would seem that many people are coming to similar conclusions. One such writer, scientist Otto O. Binder, in his book 'Flying Saucers Are Watching Us', says that science, history and the Bible will come to revolve around the U.F.O.

Pilot Valentich Death or Abduction

Became the 20th known Pilot and Aircraft to disappear during an encounter with an Unidentified Flying Object.

DID HE ?

GO UP as Major Coyne's Army Helicopter,
GO DOWN as Captain Mantell's Aircraft, or
DISINTEGRATE like the 1967 Cuban Mig.



MY SON FREDERICK - by Guido Valentich.

It is almost two years since Frederick vanished, after reporting for the second time "that strange aircraft is hovering" . . . 2 seconds "is hovering, and it's not an aircraft". About 8 seconds before radio contact was lost with Melbourne flight service at 1912:20 hours of October 21st, 1978, and for some technical reason my family and I had to learn the following day, Sunday 22nd, on Radio 3AW at 9.30 am, the tragic news of an aircraft disappearance between Cape Otway and King Island. Immediately, I started chasing the Department of Transport officials and after telephoning three different persons, finally had confirmation that it was my own son involved in the particular incident, and then I had to wait till 7.00 pm to know more details on the developments of search and rescue. But in the meantime about 10.30 am, news reporters started calling me and it was then for the first time that I learned that the incident was surrounded by a UFO case. It was on the 6 pm TV news that I saw sub-titles of what Frederick reported on radio and despite the great shock of the day, my wife and myself felt a little relief because we knew that Frederick was a firm believer in UFO's and perhaps he wouldn't mind having a close contact with a UFO.

On Monday, 23rd October, my telephone started ringing as early as 8 o'clock in the morning with an average of 15 minute intervals . . . calls were coming not only from Melbourne but interstate and also from overseas . . . U.S.A., New Zealand and Germany. It

was in this instant that I realized how important the event was, especially when a person from the U.S.A. telephoned me for 20 minutes to encourage me to believe what Frederick reported, because he also had an experience of a UFO sighting in a remote air strip in the countryside at night. Plus many local calls and letters I've received from various people living near Sale, East Victoria and on the Peninsula who have seen a large light at night illuminating a football oval better than any artificial conventional light by the S.E.C., and in my judgement after about 50 of these encouraging statements from people that I never met concerning the unfortunate circumstances in which I was placed, I can only accept those to be very genuine and honest comments.

However, the Department of Transport was interested in rescue only of pilot in trouble and not saying much about UFO. Only when I asked them they admitted that was a rare case but denied UFO exist and yet they have performed one of the biggest searches for a private pilot, with four different aircraft including an Orion equipped with sophisticated devices such as airborne radar, low level radar and sonar detector and which came all the way from a S.A. R.A.A.F. Base.

Two weeks after Frederick's incident, the Search and Rescue Department from Tullamarine, invited me to their briefing office to show me the structure of four days search which they directed under a pre-calculated search plan. I was introduced to Mr. Eddie, Chief Co-ordinator Rescue, and Mr. Pat Maky, his assistant. In our conversation, there were few theories surrounding the incident which they cannot proclaim an accident, but unofficially (as usual) Mr. Eddie expressed his own opinion. Despite my broken heart from the incident he still said the Cessna simply ditched in the water and within a minute disappeared taking the pilot with it...without first investigating or considering that the long range Cessna 182 being constructed with modular units certain sections of the plane should be floating in the event of a crash impact in the water. Secondly, with VHF (very high frequency) radio could not communicate below 1000ft from the distance of 90 miles over Cape Otway Ranges. ...simply wouldn't get through; instead the communication with F.S. was loud and clear until the last word and also the 17 seconds of metallic noise at the end of the tape was clear; this confirmed that Frederick was still above 1000ft above water and in my opinion he was still at 4500ft at the time radio contact was lost.

The October

Phenomenon

On Saturday, October 21st, 1978, FREDERICK PAUL VALTENTICH had decided to fly a Cessna 182L from MOORABBIN AIRPORT, VICTORIA, AUSTRALIA to KING ISLAND off the coast, of VICTORIA.

Valentich had planned his flight to pass over CAPE OTWAY before tracking out over BASS STRAIT. The aim of the flight was to buy crayfish from the local people at King Island and then fly back home, at the same time this would also build up his night flying hours for his commercial pilots licence.

The aircraft departed at 6.19 p.m. for the 90 minute oneway flight. At that point in time there was only 30 minutes to sunset.

At 7.00 p.m. Valentich reported to the air traffic controller that he was over Cape Otway at 4,500 feet A.M.S.L. At this time the weather conditions were perfect, with a still to light breeze, warm air and cloudless skies with high level stratus in the south west. Valentich was now in the twilight zone between dusk and full dark.

Then at 7.06 p.m. in a calm inquiring voice, Valentich called up the controller at Melbourne and thus set off a set of mysterious events that were recorded as part of a 53 minute tape recording now held by the DEPARTMENT OF TRANSPORT (D.O.T.). At 7.12 p.m. his vocal transmissions ceased and after 17 seconds of a metallic clicking sound the radio carrier wave ended and Valentich had vanished.

"Count Down to Oblivion"

1906:14	DSJ	FS	Melbourne, this is Delta Sierra Juliet, is there any known traffic below five thousand?	DSJ	FS	Er - unknown, due to the speed it's travelling, is there any airforce aircraft in the vicinity?
	FS	DSJ	Delta Sierra Juliet, no known traffic.	FS	DSJ	Delta Sierra Juliet, no known aircraft in the vicinity.
	DSJ	FS	Delta Sierra Juliet, I am, seems (to) be a large aircraft below five thousand.			
1906:44	FS	DSJ	D D Delta Sierra Juliet, what type of aircraft is it?	1908:18	DSJ	Melbourne, it's approaching now from due east towards me.
	DSJ	FS	Delta Sierra Juliet, I cannot affirm, it is four bright, it seems to me like landing lights.	FS	DSJ	Delta Sierra Juliet.
1907	FS	DSJ	Delta Sierra Juliet.	1908:41	-	/open microphone for two seconds/.
1907:31	DSJ	FS	Melbourne, this (is) Delta Sierra Juliet, the aircraft has just passed over me at least a thousand feet above.	1908:48	DSJ	Delta Sierra Juliet, it seems to me that he's playing some sort of game, he's flying over me two, three times at a time at speeds I could not identify.
	FS	DSJ	Delta Sierra Juliet, roger, and it is a large aircraft, confirmed?	1909	FS	Delt Sierra Juliet, roger, what is your actual level?
					DSJ	My level is four and a half thousand four five zero zero.

	FS DSJ	Delta Sierra Juliet, and you confirm you cannot identify the aircraft?	1911	FS DSJ	Delta Sierra Juliet.	
	DSJ FS	Affirmative.		DSJ FS	Melbourne, would you know what kind of aircraft I've got. Is it (a type) military aircraft?	
	FS DSJ	Delta Sierra Juliet, roger, standby.		FS DSJ	Delta Sierra Juliet, confirm the - er - aircraft just vanished.	
1909:27	DSJ FS	Melbourne, Delta Sierra Juliet, it's not an aircraft it is <i>[open microphone for two seconds]</i> .		DSJ FS	Say again.	
1909:42	FS DSJ	Delta Sierra Juliet, Melbourne, can you describe the - er - aircraft?		FS DSJ	Delta Sierra Juliet, is the aircraft still with you?	
	DSJ FS	Delta Sierra Juliet, as it's flying past it's a long shape <i>[open microphone for three seconds]</i> (cannot) identify more than (that is has such speed) <i>[open microphone for three seconds]</i> before me right now Melbourne.		DSJ FS	Delta Sierra Juliet, (it's - ah - nor) <i>[open microphone for two seconds]</i> now approaching from the southwest.	
1910	FS DSJ	Delta Sierra Juliet, roger, and how large would the - er - object be?		FS DSJ	Delta Sierra Juliet.	
1910:19	DSJ FS	Delta Sierra Juliet, Melbourne, it seems like it's stationary, what I'm doing right now is orbiting and the thing is just orbiting on top of me also, it's got a green light and sort of metallic (like) it's all shiny (on) the outside.		1911:50	DSJ FS	Delta Sierra Juliet, the engine is rough idling, I've got it set at twenty-three twenty-four and the thing is (coughing).
	FS DSJ	Delta Sierra Juliet.		FS DSJ	Delta Sierra Juliet, roger, what are your intentions?	
1910:46	DSJ FS	Delta Sierra Juliet, <i>[open microphone for five seconds]</i> it's just vanished.		DSJ FS	My intentions are - ah - to go to King Island - ah - Melbourne, that strange aircraft is hovering on top of me again, it <i>[open microphone for two seconds]</i> is hovering and it's not an aircraft.	
	FS DSJ	Delta Sierra Juliet.		FS DSJ	Delta Sierra Juliet.	
	DSJ FS	Delta Sierra Juliet, <i>[open microphone for seventeen seconds]</i> .	1912:28	DSJ FS	Delta Sierra Juliet, Melbourne <i>[open microphone for seventeen seconds]</i> .	

Valentich was calculated to be 38 km off Cape Otway over Bass Strait. Next morning a ROYAL AUSTRALIAN AIR FORCE Maritime Reconnaissance aircraft an ORION went out to search and did so for all that Sunday. Four days of searching followed with civil, military and fishing vessels, covered a search area of 5,000 sq. miles. On the 25th of October, the search was called off and a "WATCH" was maintained by all craft in the area.

Although private aircraft continued the search nothing of significance to this case was ever found.

The investigation that followed, found that Valentich had to have been above 3,000 feet A.M.S.L. to be able to make any contact with the Melbourne Flight Controller, as if he had been below the hills between himself and Melbourne, then his radio would not be able to pick up or call Melbourne. Due to V.H.F. and H.F. RADIO WAVE PROPAGATION. No official conclusion was given for the metallic clicking at the end of the tape. Ideas put forward still could not rule out that three things could have happened at that time. (A) the rapid keying of the hand mike button; (B) electrical interference from outside the aircraft; (C) or some force or object interfering with the radio waves.

Speculation grew in the media, that a metallic sound, like the scraping of metal upon metal was on the tape but had been edited by D.O.T. D.O.T. stated that the radio had gone dead after 17 seconds of the clicking sound. Paul Valentich's father who also heard the tape, as did the controller who was with Valentich that night, agreed that the tape seemed complete.

Valentich was a 20 year old, intelligent, family oriented person who was very rational and eager. He seemed to be a cool minded pilot who loved to fly and displayed pilots' requirements for a position he hoped one day to take up in aviation.

Conclusions and theories ran hot and fast in a vain attempt to discover a motive for this incident. By looking at these theories and possible explanations things did not become clear cut and final. They only seemed to widen the mystery.

Some of the theories provided, took the following themes: Hoax; the aircraft was stolen; he had become disorientated, he then flew upside down, seen his own aircraft in the sea and crashed; he had seen the Cape Otway lighthouse; planned to meet his girlfriend at Cape Otway; was on a secret mission; suicided; joined drug runners; had been murdered, because he had seen classified U.F.O. files. All have been either proven incorrect, unfounded or beyond the scope of this man.

Yet the few baffling questions that came up with the investigation provide greater insight to the man and the mystery.

Why was he so calm? Stress analysis of the tape conversation was denied by the D.O.T., yet the sudden situation and his character and seriousness to the position of being a pilot may have a strong bearing on his reaction. Valentich's closing conversation with the air traffic controller indicated a change to a tone of nervousness, as if the situation had become urgent.

It is believed that it is virtually impossible for a Cessna 182, due to its size and construction, to crash and not leave some trace! Therefore, did an impact take place? For it to have left traces of oil or objects the aircraft would have had to have broken up. But still nothing has been found.

Why did he not call for help? This is a total mystery, as at a reported 4,500 feet A.M.S.L., he must have had an indication on his many

instruments that the aircraft was in trouble. He acknowledged his altitude and flight direction, when he gave the direction of the U.F.O. No warning alarms went off in the cockpit and there was a lot of altitude for radio communications, the aircraft seemed to be under his full control, yet while in the middle of giving his flight intentions it was all over and Valentich was gone.

Two major questions came up with the study, that seemed to indicate that Valentich was not going to go to King Island. The first was the story that you could not buy cray fish at King Island after dark, this was soon proved false by a member of the V.U.F.O.R.S. who found that this was always possible; all you had to do was go to the local hotel and ask for cray fish. Next was the fact that Valentich had not asked for the airports landing lights to be turned on for him, as he was to have landed there after dark, so he would have needed them. This question may be answered due to his lack of experience on the King Island route and flight procedures, in any case the lights could have been put on with little trouble when had realised the mistake.

There is little doubt that there was an aircraft in the Cape Otway area that night, due to reports of a "sound" just like an aircraft at about the same time Valentich was in the area, even though this may seem like a weak reason to think this was his aircraft. Further investigations state a fact that no other civil or military aircraft known to the D.O.T. or the area was in flight at the point of Cape Otway when Valentich was there.

Research found that there was over 50 reported sightings of U.F.O.'s at Cape Otway before and just after Paul Valentich disappeared. This information would have never been found but for the work of devoted U.F.O. researchers, who have now added more mystery to this case, and strengthened the possibility that there was a U.F.O. encounter with Valentich. There is little doubt that the closest person to Paul and his life was his father, who on reflection and insight, believes that his son Paul was abducted by a U.F.O., who and for what reasons he cannot say.

The evidence on this case indicates that the "scales of justice" must, at this point in time, fall towards Paul Valentich and his graphic explanation of what must be a U.F.O.

As this Review goes to press, witnesses are still coming forward with reports concerning U.F.O. sightings and unusual sounds heard and observed on the day and night that Frederick Valentich disappeared over Bass Strait during an encounter with an unidentified flying object on October 21st, 1978.

We have eliminated as many false reports as possible without access to the tape covering transmissions between Melbourne Flight Service and pilot Valentich as well as other pilots flying at the same time. Reports still persist that conversations on other frequencies concerning the incident exists.

V.U.F.O.R.S. advisors are ready to submit such tapes to stress analysis and other tests should the opportunity arise. These experts have experience and knowledge in comparing background noise with sounds already known to be associated with U.F.O.s as reported in the past.

Since pilot Valentich's encounter, several radar visual incidents have occurred including one involving a pilot flying a Cessna 172 near Sale in Gippsland. The pilot reported a bright white light speeding in an east-west direction passing beneath his aircraft. Two more lights sped above him. A pilot who was flying a R.A.A.F. Orion nearby was granted permission to deviate from his course and investigate.

The R.A.A.F. responded to this incident with a routine non-sighting statement and a dubious "explanation": that the Cessna pilot had been tricked by the light flying beneath his aeroplane was actually tennis court lights and the two lights that sped above him were meteorological balloons. Later, a DC pilot reported being paced by a white light over Bass Strait. The U.F.O. was also detected by radar. No explanation was forthcoming. However, research continues on previously known cases.

Frederick became the twentieth known pilot and aircraft to disappear during a U.F.O. encounter. There have been other cases where not only the pilot but other personnel were aboard. Some of these encounters have been witnessed from the ground and detected by radar as well.

In November, 1953, one night I was called outside to observe a whitish-blue light approach and hover over a power station in my home state of Tennessee. That same month two military airmen were sent in pursuit of a U.F.O. They never returned.

The two incidents combined to give me a curiosity that has never waned. Little did I dream that nearly three decades later that I would be involved with colleagues in the greatest mystery in Australian aviation history.

Some other examples: Captain Mantell, whose aircraft came down in pieces after he was sent in pursuit of a U.F.O. An encounter over Michigan, where an interceptor was vectored to the proximity of a large U.F.O. Like the Valentich encounter, radio communication failed. The blips on the radar screen revealed that the interceptor merged with the U.F.O. which then sped away. No scrap of the aircraft was ever found, although a three weeks search followed the incident. Just one more case where the airmen never returned.

Then for instance, the Cuban incident of 1967: A pilot flying a MIG jet was ordered to fire on a U.F.O. The strange object responded by disintegrating the MIG. The details were radioed back to base by a screaming pilot from a second MIG flying nearby.

Since the Valentich encounter, the experience of Lary Coyne and his helicopter crew is coming under more scrutiny. That startling encounter took place five years prior to the Bass Strait mystery. The incident was witnessed by ground observers as well.

Major Coyne and his crew of three were flying a U.S. Army helicopter over Ohio when an object hovered overhead. At the time the helicopter was flying at about 1,700 feet. The U.F.O., a silver metallic-like cigar shape, with a red light, suddenly changed the red light to the colour of green and pulled the helicopter to 3,800 feet at which altitude there was a bump and the helicopter broke loose. Coyne was then able to regain control. The crew got back to tell the story. Frederick Valentich didn't.

V.U.F.O.R.S. investigators are still in the process of collecting reports and reconstructing the U.F.O. activity leading up to that most amazing documented contact with a U.F.O. There is no doubt that the October 21st, 1978 encounter will survive any amateurish write-off as was attempted during the early stages of the famed New Zealand radar-visual-film encounter. Both of these outstanding incidents are mile stones of ufology and still survives the contradicting "explanations" from the scientific community as well as the howls from the skeptics and rookie "experts" alike.

by Paul Norman

"The White-Acres

(Credit: "Gippsland Times")

Encounter"

Sale – Wednesday, 15th October, 1980 ... Researchers check site –

A Kilmany farmhand's description of an unidentified flying object tallied with sightings described throughout the world, according to the Victorian U.F.O. Research Society.

Location: 19 kilometres due west of Sale, Victoria, on the Princes Highway. A cattle grazing property of approximately 500 acres called "WHITE-ACRES".

Time and Date: Tuesday, 30th September, 1980, 1 a.m. – 1.50 a.m.

Principal Witness: Mr. GEORGE BLACKWELL, the property stationhand.

Weather Condition: A clear, star-studded sky, calm, no wind, with a full moon.

The Sighting

Mr. Blackwell awoke from his sleep to the noise of his horse galloping around the paddock in panic, the bellowing of cattle nearby and an unusual whistling sound. Glancing at his bedside clock – 1 a.m. – he arose in haste and went to the back porch to investigate the commotion.

Being unable to view the horse from the porch due to a small shed, Mr. Blackwell climbed onto the top porch rail to view the animal.

Immediately his attention was drawn to an object flying low from a south westerly direction just below a clump of trees. The object was approximately 550 ft. from the porch. Mr. Blackwell estimated the object to be 6 ft. off the ground.

The object was producing a low whistling sound and emitted blue and orange lights.

Mr. Blackwell's thoughts were in his own words "Oh my God it's an aircraft crashing". He then stood there stunned watching the object. As it cleared the trees he realised the object was domed shaped, not an aircraft and like nothing he had ever witnessed before.

He estimated it to be 10 ft. in height and 26 ft. in length. The object proceeded in a straight line passing over fences and touched down 50 ft. from a concrete water tank, a quarter of a mile from the house.

Mr. Blackwell returned to the bedroom, changed clothes, jumped on his motor bike and drove towards the site where the object had landed.

On arriving at a closed gate he alighted from his bike and nervously opened the gate while still observing the object. The object was stationary on the ground, the whistling sound continued and orange and blue lights were slowly revolving.

The lights were 10 ft. apart and approximately 7 inches in diameter. The object in the light of the moon was bell shaped, coloured orange with a white dome on top.

After approximately 10 minutes the object started to lift off and Mr. Blackwell mounted his bike and drove directly towards it. When 50 yards from the object the whistling noise increased in pitch, like a jet engine in reverse. The noise was ear piercing as the object raised slowly into the air giving off a blast of heat.

As the bike was on a slight slope its headlight picked up the bottom of the object as it rose. Mr. Blackwell noticed a large circular rim on the bottom similar to a hovercraft tube. This rim receded in width as the craft rose. Suddenly the suction reduced in the lift-off as did the high pitched noise and stones and cow pads fell from below the craft.

The craft flew in an easterly direction slowly gaining height and Mr. Blackwell observed it until it disappeared from eye sight.

On returning to the house the time was 1.50 a.m.

Results of the Investigation

The principal witness was notably shaken by the experience and developed headaches at 11 a.m. that morning. Headaches were not a normal thing for the witness. He did feel tired but also had trouble sleeping. No eye trouble had developed.

Refer to photographs 1, 2, 3 and 4 on pages 14 and 15.

The physical evidence on the ground consisted of a circular brown ring, 14 inches wide around the circumference with a diameter of approximately 30 ft. There were six evenly spaced half spokes pointing inwards towards the centre of the circle which had not turned brown. No radiation was evident and soil samples were taken. The magnetic field in the area was normal.

The grass, cape weed and clover was not burnt but appeared to have been poisoned creating the brown effect.

The 10,000 gallon water tank nearby was nearly empty to the amazement of the witness and the owner. No explanation could be found for this.

The stock on the property would not go anywhere near the circle. It was even impossible to force them into the paddock where the circle was.

There was a distinct line of rocks and cow pads lying on the ground in an easterly line from the circle. On examining these it was found they

had been uprooted from another place probably the centre of the circle.

A time discrepancy of approximately 20 minutes was discovered in the witness's statement; not all the details can be produced in this report as in all such cases we must respect the personal feelings and wishes of any witnesses.

The only other witness to be found was young Kelly Postle from the Kilmany General Store approximately 4 km away. Miss Postle stated that at 12.12 a.m. the same morning she saw from her bedroom window a pink ball of fire moving slowly in the west just under the Southern Cross.

The sighting has been reported to the R.A.A.F. base at Sale and Flight Lieutenant Philip who handles the U.A.F. reports will investigate.

(P.S. . . on a return visit on 31st October, Mr. Blackwell recalled the object actually hovered over the tank before touching down).

by Pat Gildea

U.F.O.s Visited Third Farm?

If YOU own an isolated property with a large reserve of water, you could be next in line for the appearance of the mysterious burnt rings.

Mr. William Dingwall, "Montgomery Park" contacted us when he discovered several perfect circles of burnt-off grass within a 200 metre radius of his huge natural billabong.

Three of the rings are six metres across with one clearly defined circle 10 metres across.

Mr. Dingwall noticed the first small ring on his 120 hectare Bundalaguah property around two months ago, 20 metres from the edge of the billabong, but ignored it.

Last week he began irrigating the paddock adjacent to the billabong, and as the new grass grew the other rings became obvious.

Mr. Dingwall believes the marks were all made at the same time but couldn't be detected in the dry paddock.

Low Water

When the first ring appeared Mr. Dingwall said he had noticed an unusually low water level on the billabong, usually constantly full.

He could not gauge the reaction of the dairy cows to the rings as they had not been in the paddock.

When a similar ring was found at "Whiteacres", Kilmany, cattle refused to go near it for several days.

Although reluctant to mention it "for fear of being ridiculed", he remembers one night several weeks ago when he was awakened by "the high-pitched sound of rushing air and the cattle and dogs making a terrible fuss".

His son, George had told the family he had seen a green light, which lasted about 10 seconds in the sky over the back paddock one night.

Mr. Dingwall rules out the possibility of lightning being responsible for the marks.

"How can a perfect column of lightning strike in the same paddock in several places?"

Sceptical of U.F.O.s from outer space, Mr. Dingwall believes that it could be the landing marks of some sort of intelligence device that is water-powered.

Rings were found in October and November at Rosedale and Seaspray, and were investigated by some members of the Australian U.F.O. Society.

U.F.O. from my

Back Yard at Brighton

It is now over two years since sighting a U.F.O. from my back yard at Brighton, Victoria and I am still no wiser as to what the object was. I am still a sceptic as regards to so called flying saucers and visitors from outer space, however I have seen a classic shape U.F.O. at relatively close quarters and find it very frustrating not knowing the answer and probably never knowing what it was.

I am an active Master Mariner with 35 years of responsible sea going experience, used to analysing situations and coming to logical conclusions.

This sighting was a very clear and studied one and yet to me has no satisfactory explanation. I cannot under any circumstances accept the final suggested conclusion from the RAAF that the object was a light aircraft with the shape distorted by the glare of the sun. It was in the glare when first sighted but in the latter stages it was very clearly and sharply defined.

The object was sighted at 1443 Summer Time on the 12th November 1978. It was a fine day with light clouds and a 15/20 knot Southerly wind. It was on a course of about 280°T with the height and speed of a fairly low slow light aircraft. The apparent diameter was a little larger than a full moon. If at 2000ft and diameter 40 minutes of arc then its actual diameter would be about 22ft. If it was higher it would be bigger and if lower it would be less. There were no lights, vapour trails and definitely no noise. Speed probably 80 to 100 knots.

When first sighted it was close to and in the glare of the sun and I thought it was a large bird. It did appear to be oval shaped with a dark background and lighter brown stripes radiating out from the front to the rear. I thought then of a kite and balloon but noting that it was moving across the wind these thoughts were dismissed and I started to take more notice.

By this time it was getting lower in elevation and I very clearly saw an inverted saucer shape with a dome on top. From then until it disappeared behind the roof of the house it was studied very intently with a view to taking in as much detail as possible. The dome had straight sides, a curved top, was dark grey and appeared very solid, the base gave the impression of being light metal, shiny and hollow underneath. I was surprised at the sharp angles between the dome and the base and the sharp edge around the perimeter of the base. The dome was about 1/3 the diameter of the base and about 1½ to 2 times the depth of the base. No windows or external protuberances were seen.

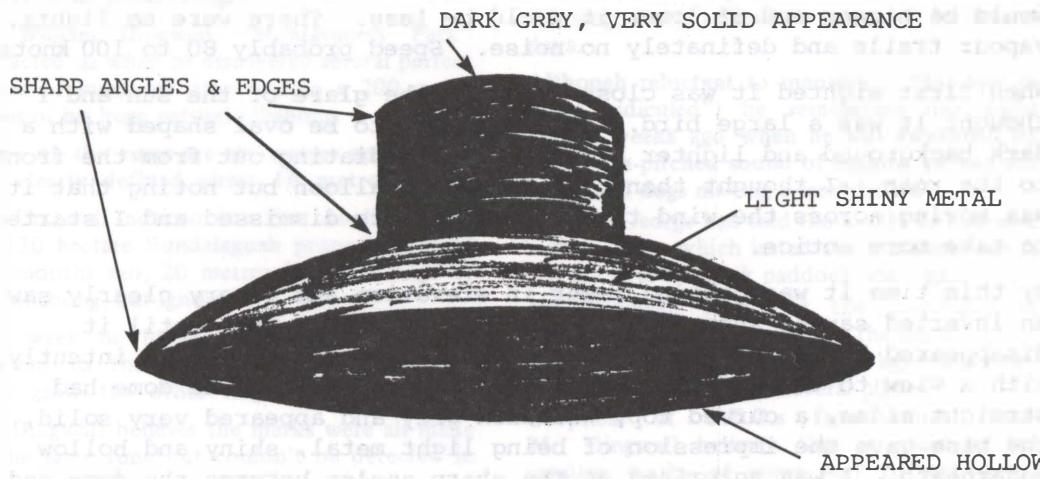
It was observed probably for a little less than one minute and the final observations for probably 15/20 seconds.

Assuming its course had previously been the same it would have passed Moorabbin Airport Control Tower at a distance of 3-4 miles.

At this stage I was reluctant to tell anyone apart from my family, however the following day my curiosity got the better of me and I rang Moorabbin Airport seeking information. They refused to comment and referred me the D.C.A. at Tullamarine Airport who in turn were evasive and referred me to the RAAF. They were very interested but non committal and requested a full report. They then requested that I permit them to advise the media in the hope that further reports would be forthcoming. I reluctantly agreed and then only on condition that I received full information on any results obtained.

The result of this was lots of annoying phone calls from the News media and several interesting ones from others who had experienced sightings in the past. After two months and a letter from me, the RAAF replied suggesting that the object was a light aircraft with the shape distorted by the glare of the sun.

In conclusion, I repeat that the object was not a light aircraft or any other type of aerial object that I am aware of. Its apparent construction, light base and sharp angles did not suggest an interplanetary visitor, but its slow, steady and absolutely silent motion across the wind was something completely unknown to me and something I cannot logically explain.



SIGHTED 1443 HOURS SUMMER TIME 12TH NOVEMBER, 1978.

The Manifold

Photographs

At 6.45 p.m. on the 21st October, 1978, in the very area that Frederick Valentich had vanished, and 20 minutes before the Valentich encounter, Mr. ROY MANIFOLD of Melbourne, Victoria, took six photographs of the sunset off Cape Otway.

Each frame was taken at approximately 20 second intervals, and Roy Manifold (a U.F.O. sceptic) recalled seeing nothing at the time through his camera. He only realised that the frame had captured something strange on examination of the prints three weeks after the event.

He was determined to find out what was "wrong" with the print. Kodak examined the negatives, and revealed that there was nothing wrong with them. What was on the negative was due to normal camera pickup.

In time, Roy Manifold realised that a rational answer to the "puff of smoke" (photos 1 and 2, page 15) was far from being found.

V.U.F.O.R.S. Paul Norman, thus received a set of prints and these were sent off to "Ground Saucer Watch" in the U.S.A., for thorough computer analysis.

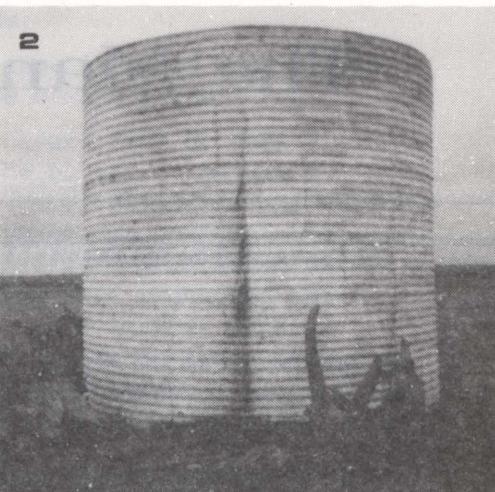
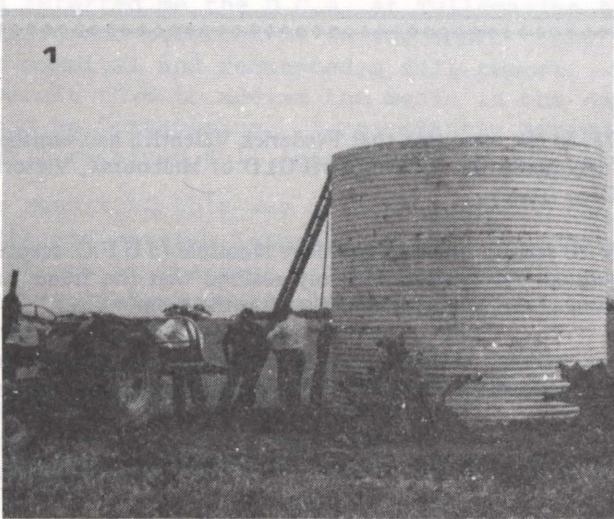
Edge enhancement, colour contouring, and filtering by the computer produced these startling facts:

1. No emulsion defect was found on the negative.
2. The image is not any known type of cloud or weather phenomena.
3. The top area of the image is highly reflective (an indication of metallic construction).
4. The image is about 1 mile away from the camera.
5. Filtering revealed a disc structure above the "puff of smoke".
6. The image is blurred due to motion.
7. The size of the image was about 20 feet.
8. Examination revealed that this was not a hoax.

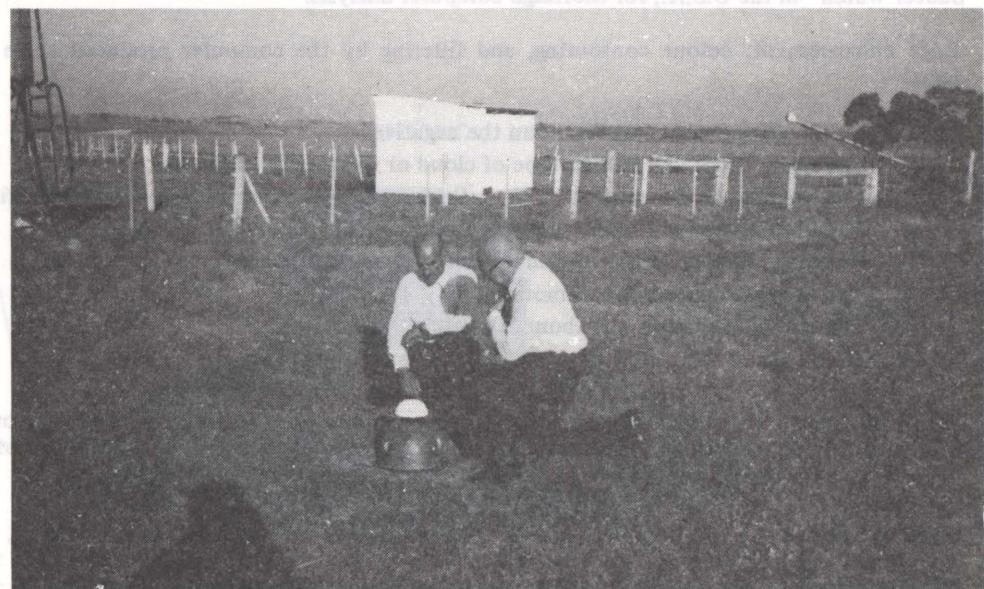
"Ground Saucer Watch" concluded that this was a real U.F.O., surrounded in a gaseous cloud. The disc like object was in motion, going up and to the right as if it had come out of the sea. The calculated velocity was assumed to be 200 km per hour.

Consider the facts, as on observation, this "puff of smoke" seems pure nature at work, yet with examination and common sense, you suddenly realise how unusual this picture is. Mix this with the photograph of the object in the sea and the extraordinary probability of two U.F.O. incidents within 20 minutes and 36 km of each other, coupled with so many mystery sightings. One must feel that this object is more than vivid imagination and wishful thinking.

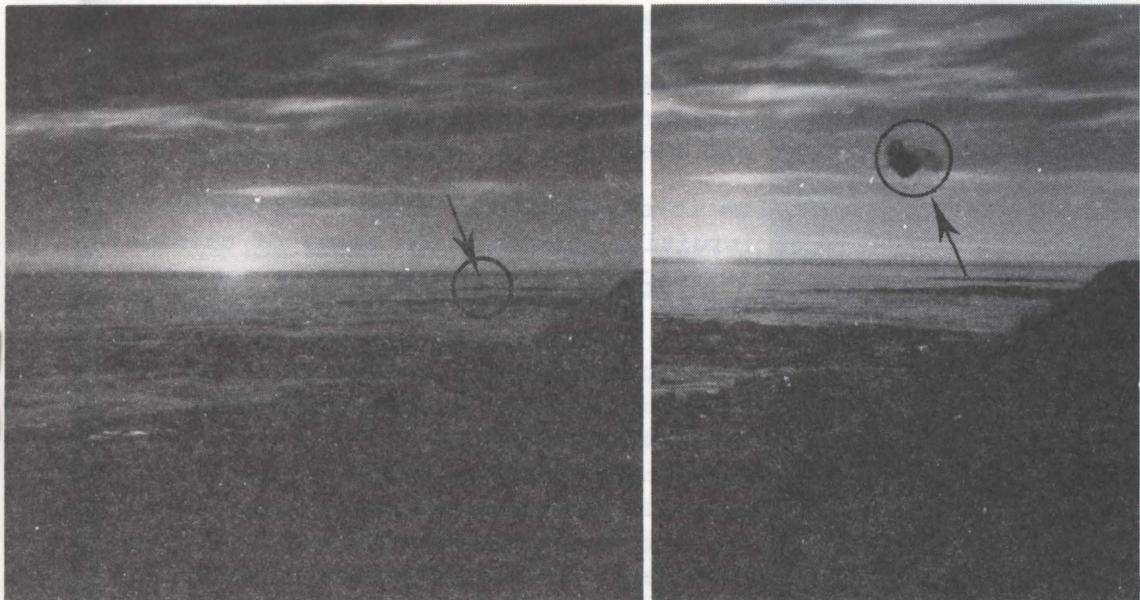
(1) V.U.F.O.R.S. investigators inspecting damaged water tank over which a U.F.O. had hovered.



(2) The White Acres tank with one of three cracks visible.

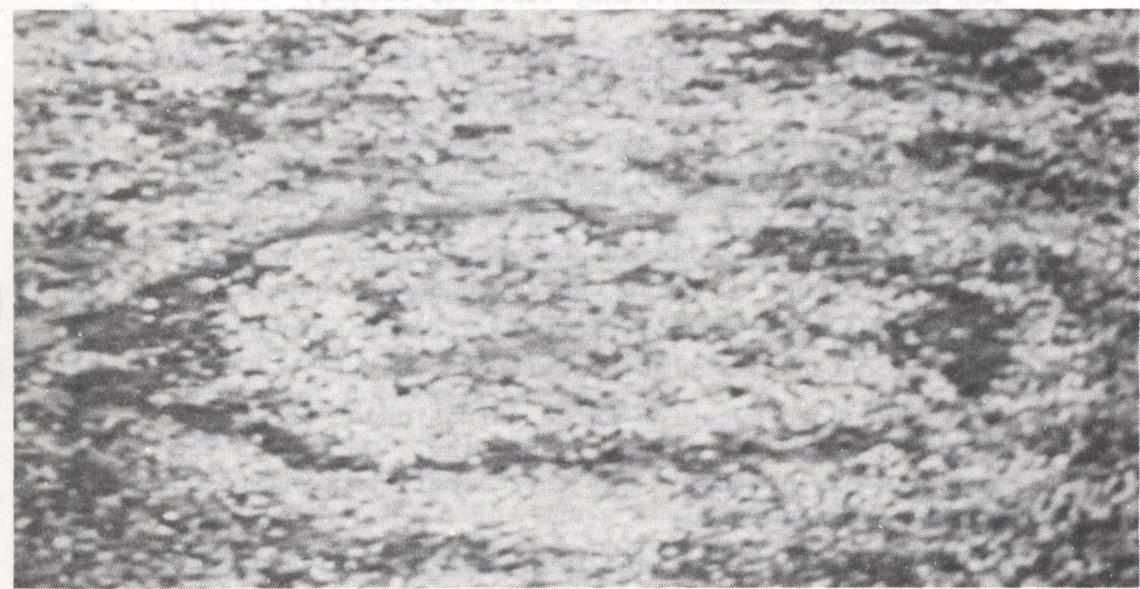


3 Model of U.F.O. reported by Mr. George Blackwell of White Acres. Main body orange, white top, with black expandable tube.



4 Two of the series of six photographs taken by Roy Manifold the day Fred Valentich disappeared. The first three photographs were clear. In frame four, a protrusion (circled) appeared. Frame five was clear again. Frame six, above, shows the "puff of smoke" which underwent computer analysis.

Photographs courtesy of Roy Manifold.



4 The White Acres mysterious burnt rings.



The field, or perhaps battlefield, of U.F.O. research, is so littered with the corpses of discredited and disgraced prophets that it is a wise man indeed who keeps his own counsel on the matter.

As in so many other areas, subjective or intuitive opinion is the enemy of clinical research-it is too tempting to concoct a theory and make the "facts" fit around it. Such a pragmatist is Mr. Paul Norman, an expatriate yank who is the Victorian UFO Research Society's only full time investigator.

A dedicated UFO logist these last 30 years, Mr. Norman spent the larger part of an hour-long interview with the Observer last week in refusing to speculate on his personal feelings about the origin, meaning and purpose of these mysterious celestial craft.

"I don't know the whys and wherefors of the subject" he said, tantalisingly emphasising the word "know".

"Von Daniken, Adamski...they were all frauds," he continued.

For the uninitiated, the above persons were, until recently, revered gurus in the UFO hierarchy.

"I think possibly they had some experience early on, formulated a theory, and then got carried away with it, but in the end they were easily discredited."

But if Mr. Norman will not speculate on the whys and wherefors of UFO's, he is equally adamant that, whatever "they" are, they are a reality.

And, he contends, the authorities know it.

"They have been sweeping these things under the carpet for so long now the carpet is bulging. On top of the carpet is Big Brother - but the carpet is going to burst one day," he declared.

Mr. Norman was in Portland last week for private interviews, part of an ongoing attempt to flush out witnesses to UFO sightings who are too scared of ridicule to make a public statement.

He will be in the Western District until next March continuing the quest...all of which will be financed out of his own pocket. His job is unpaid.

What drives a person to such extraordinary sacrifices of time and money?

Curiosity, says Mr. Norman. A simple desire to know more.

In his case, it goes back to 1953 when he was supervisor of a hydro-electric power station in his home state of Tennessee.

"Someone yelled for me to come outside. I did, and I saw what appeared to be a helicopter coming up the river. I turned and went back inside...then I realised it was a fanning sort of helicopter which makes no sound.

"I went out again, and the thing hovered over the station for about half a minute, giving off a bright bluish light. Then it sped off, faster than a jet. I knew then something strange was happening, and several others saw it, too."

The same month, he recalls, two US airmen disappeared pursuing a UFO.

The two incidents combined to give him an insatiable curiosity, and when he retired in 1976 he began his full-time investigations.

Mr. Norman came to Australia 22 years ago, having liked what he saw when he visited the country on a US Navy goodwill cruise in 1941.

The Victorian Society, he says, is only part of a worldwide network of organisations which is painstakingly putting together an already vast and rapidly mounting body of evidence pointing to the irrefutable fact that UFO's are a reality.

He says he would like, in his lifetime, to be able to reach some conclusions about the origin and purpose of UFO's but doubts it will happen.

"Our main objective is to get an admission from the authorities that UFO's are a reality...to blow the secrecy lid sky high. Once it is officially recognised, more and more people will come forward, and we will learn so much more," he says.

Mr. Norman insists, and not without impressive evidence that various authorities have huge dossiers on confirmed UFO encounters.

But why are they so reluctant to concede this? "Fear". They have been telling people for 30 years that there are no such things as UFO's, and now they are frightened to admit they do exist.

"You have to realise there is a technology involved in this which is far superior to our own. The authorities are trying feverishly to find out what makes these things work. But they don't know any more than we do, and they can't bring themselves to admit it."

Although an increasing number of scientists are now accepting UFO's he says, the scientific community generally maintains its sceptical position.

"I'm no psychologist, but I suspect the reason is that having once accepted their reality, scientists must then accept there is something out there they don't understand. UFO's do not fit into their tidy conceptions of the universe, and I think they are subconsciously aware that to accept UFO's would bring their whole system of beliefs tumbling down."

Authorities and scientists notwithstanding, more and more people now accept the fact of UFO's. Surveys indicate over 60 per cent of people believe in them, compared with only 15 per cent in the 1950's.

These statistics represent a big crack in the previously impervious wall of disbelief, Mr. Norman says. With less fear of ridicule, more and more people are prepared to come forward and talk about their experience. Armed with this information and support, organisations like the Victorian UFO Research Society are now prepared to throw official scepticism back in officialdom's face.

Mr. Norman says that the ranks of UFO investigation societies are increasingly welcoming such people as airline pilots and - would you believe - former intelligence agents. CIA, KGB and ASIO men who have known about the cover-ups, but were not able to talk about them.

Mr. Norman is a confirmed Christian, and says he has no conflict in accepting his religion and the reality of UFO's.

If you would like to help Mr. Norman's investigations by telling him about your UFO experience, assuming you've had one, he can be contacted in Timboon on 95.0348 or by contacting the society in Melbourne.

Computers

Say U.F.O.s Real

A computer declares that U.F.O.s are real.

A young French scientist, Claude Poher, decided to prove once and for all the actual existence of flying saucers. Out of 35,000 U.F.O. observation reports that he had been able to collect, he selected the thousand best ones, translated them onto IBM punch cards, and fed them to a computer.

Then he fed to the same computer the apparent characteristics of everything that could be seen in the sky and mistaken for a flying saucer - such as the planet Venus, weather balloons, marsh gas, or meteorites. The computer was to compare these with the U.F.O. sightings and reach a final decision. The verdict of the computer was that flying saucers do exist and cannot be confused with anything else in the sky. They have landed hundreds of times in deserted spots, far away from urban areas. They appear during the day as bright metallic objects reflecting sunlight and casting shadows and during the night take on yellowish or greenish-orange colour. They can appear in the form of discs, spheres or even cigars.

The computer found that 70 percent of the observations were made at night, one in 10 involved landings, and one in 20 were cases when extraterrestrial astronauts were seen by or had contact with humans. Very powerful magnetic forces were always present. These forces could cut the power of automobile or aircraft generators, disturb radio transmissions and make all kinds of electromagnetic instruments go completely crazy.

Maurice Chatelain, former aerospace electronics engineer, offers an interesting theory in his book "Our Ancestors Came from Outer Space" about how the space travellers use our planets to reach Earth.

"Arriving from a far away stellar system with a very high velocity, these spaceships could use the enormous gravitational attraction of the four big planets of our solar system to slow down and settle into an orbit around Jupiter or one of its four largest satellites. There, like an airport terminal, they could wait for their connecting flight, the planet Mars, to pass by and then settle into an orbit around that planet. There they could wait again for the Earth to pass by and then settle into an orbit around the Earth or moon".

According to polls, U.F.O.s have been seen by more than 15 percent of the population of the United States, including President Carter. And more than 50 percent of all Americans believe that visitors from inner or outer space actually exist. Percentages in areas like the Caribbean, where U.F.O.s are so frequently sighted, are much greater.

COMPUTERS SAY U.F.O.s REAL

Charles Berlitz, author of "The Bermuda Triangle" and the subsequent book, "Without a Trace", believes that U.F.O.s are definitely linked to the mysterious disappearance of planes and ships in the Bermuda Triangle area off the coast of Florida.

U.F.O. sightings have occurred in all parts of the world, however. Jacques Vallee, the French astronomer and NASA scientist, mentions that in China foreigners are often asked if other countries besides China have U.F.O.s.

Many persons believe that U.F.O.s have been with us a long time and cite the Biblical account of Ezekiel and the wheel as a possible U.F.O. encounter. What are the U.F.O.s up to? No one seems to know. Some people regard them as friendly and others as hostile.

To some people, they have a religious significance, are a sign of the Last Days, and a reminder that the Bible speaks of warfare in the skies, as well as on Earth, in the time of Armageddon.

General Douglas MacArthur thought they were hostile and that the nations of the world should unite to defeat them. But a computer said the spaceships had all the military advantages.

Following are a few of the theories about U.F.O.s and their aims:

- They are from a dry planet and seeking water, which they are taking from the seas of our planet.
- They are collecting specimens of animals and mobile devices, such as planes and ships, for comparison and study.
- They need other elements, perhaps gold, for their electronic systems and conductors. (There are approximately \$360 million worth of gold in every mile of seawater).
- They are protecting us from innate tendencies to destroy ourselves and our portion of the universe.
- They are keeping air and space travel under surveillance to make sure we do not leave this planet on missions of conquest.
- They are extraterrestrials using the electromagnetic and other natural forces of Earth as an energy supply source for intergalactic travel and regard the inhabitants of Earth and their welfare with cosmic indifference.

These are just a few of the many theories.

Many prophets believe that the answer may come within the near future and that it may have a Biblical significance. Some even predict the Rapture may take place by U.F.O.s.

by George Butler, Times Staff Writer

The Overseas U.F.O. News

SPAIN

AIRCRAFT FOLLOWED BY A UFO

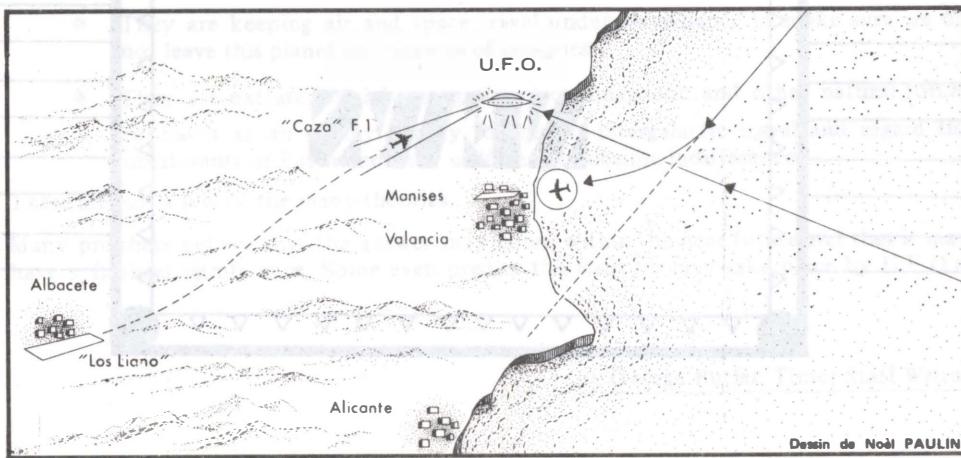
Credit to Juán José Benítez.

There has been some contradictory reports in the press relating to a sighting of a UFO near an aircraft. What follows is the result of an investigation by Spanish Ufologist and author, Juán José Benítez. Señor Benítez questioned the pilots of the aircraft, nearly 40 eye-witnesses from Valencia airport, and numerous inhabitants of Manises.

At around 11pm on Sunday, November 11th 1979, the aircraft (which was on the Pahna-Tenrife run) received a call from the control tower at Barcelona. Captain Xavier Lerdo de Tejada was asked to switch to an emergency radio frequency. This frequency is used by aircraft in trouble.

Having complied with the instruction, the pilots of the aircraft picked up an abnormal, unidentifiable signal. Shortly thereafter, the pilots were attracted to some red lights which appeared to the left of the aircraft. Looking unlike normal aircraft lights, they started to approach the aircraft at an "enormous" speed. After alerting Barcelona, the air controllers told the pilots that they were alone.

As it came closer, the red lights appeared to be on the edge of something that the pilots could not distinguish clearly. This object remained near the aircraft for eight minutes before departing.



Although the tower at Barcelona had failed to pick up this object on their radar screens, the military radar did pick up an echo on their screens.

Of the 109 German and Austrian passengers on board the aircraft, only twenty noticed the strange red lights. The pilot said later that this was probably due to the fact that a meal was being served at the time, and the passengers would obviously be giving their attention to this.

Visual confirmation of the UFO was made by air traffic controllers and laypeople at Valencia airport, where the aircraft made an emergency landing. The director of Valencia airport, a Señor Morlan, even made a visual sighting of the object. A Mirage fighter from Manises was even scrambled to investigate.

An official investigation was carried out, but unfortunately the results were not released to the general public.

AUGUST 29 - 1980

Uruguay

Credit: Jane Thomas

Posadas - A local reporter claimed to have clearly seen two UFO's near Posadas while traveling along National Route #12.

According to Guillermo Reyna Alan, 27, chief of the news department of LT17 Radio Provincia de Misiones, the event occurred while he was driving with his friend Horacio Alcobes, 26, and his car stopped due to mechanical failure near the Itaembe stream.

"It was 22.30 -said Ryna Alan - near a clear field and a somewhat overcast sky. I suddenly sighted two blue luminous objects that approached from the SE at great speed.

"They stopped practically in front of us, and there we could see the circular shape like an inverted saucer, of both objects, which moved vertically and with much ductility. The sighting lasted for almost two minutes, and both objects disappeared swiftly towards the North".

ITALY

Translated by J. Marangio.

Ancona - In the entire region of Marche and Abruzzi from the Appenines to the coast there have been reported sightings of spheres or flying saucers. Many are the witnesses at Tolentino and Meterica and also at Osimo and Castelfidardo in Ancona Province. There have been several sightings of mysterious flying objects during the night, so many in fact that the local police station was inundated with telephone calls.

In Camerte some people reported having seen a flying saucer land and also seen the traces of burnt ground at the side of a mountain. The area has not been checked out yet. However the trajectory of the mysterious objects was seen by many people.

News was received from Padova that a UFO was intercepted by radar. The presence of flying objects was signalled by their luminosity. It relates to bodies of spherical shape followed by a cone shape with oscillating lights from blue to yellow and to red.

The policemen from stations at Tolentino, Osimo and Matelica have also seen flying objects emitting a very intense light.

Also a young engaged couple from Ancona testified that two days ago they watched a flying saucer at not more than thirty or forty metres from the ground. The spherical object ended in a cone shape with alternating colours. Mr. Mario Ciasca gave all the details of the sightings that happened near Ancona in the area of "Frana Barducci". The young couple saw the UFO flying so low and in such trajectory that they had the impression the object would crash against the hills. They watched it flying for some minutes and then disappear.

About one and half years ago other mysterious apparitions of presumed flying saucers literally terrorised the crew of fishing fleet at San Benedetto Del Tronto. The UFO with intermitting lights appeared and disappeared in the Adriatic Sea and at that moment the fishing fleets radar went mad. At that time the Italian Navy was called in to investigate and many times a navy corvette had to escort the fishing fleet at sea. It was summer time and many of these phenomena were sighted from various parts of Italy. Other previous sightings in the Marche area occurred in the sixties. It was said that the epicenter of these phenomena was an area of "Mount Vettore".

U.S.A.

DECEMBER 1980

Credit: San Antonio Express

DALLAS (AP) - Analysis of tissue from a bull found mutilated near Harlingen last month shows the animal was cut into with a sharp instrument, a researcher said Wednesday.

Tommy Blann of Lewisville said the animal was not burned and there was no evidence of radiation, as some have speculated.

A Cameron County rancher found the 1,110 pound bull with a circular incision in its shoulder and its heart removed.

Blann said authorities sent him part of the animal's shoulder for testing in a private laboratory here.

"I want to dispel some rumors," Blann said. "The animal was not burned with a laser. It was not burned at all... The dark, coagulated area may give that effect, however."

"The cut appears to have been made with a sharp instrument...and it definitely was not cut with a laser."

DECEMBER 1980

HARLINGEN, TEXAS MUTILATION SAMPLE

Credit: Tommy Blann.

A section of shoulder hide from a 1,100lb. Charolais Bull was submitted to me from a Bill Heath in Harlingen, Texas to undergo laboratory analysis. The sample was obtained approximately four days after the animal had been found mutilated on his property.

U.S.A.

DECEMBER 1980

The sample was placed in a formaldehyde solution (10%) and sent to Lewisville, Texas where it was then taken to Midway Veterinary Laboratory and tests were run on it by James Rhodes, medical technician of the laboratory.

The sample of hide tissue measured approximately 8" in diameter with a circular incision approximately 100mm in diameter. The sample appeared to be in good condition although there was some pseudomonous odor due to deterioration process, and the solution in which the sample was shipped did not appear to be a 10% solution of formaldehyde but a much weaker solution, quite possibly mixed with a saline solution. The solution did not have the noticeable odor of formaldehyde and contained numerous contaminants. None of the solution contained any carbon particles.

Colour photographs were taken of the sample immediately after it was taken out of the container, as well as close-up photos of the suspected laceration edge.

The sample was then placed on the lab table where small sections were dissected from the laceration edge and placed under a light microscope to examine the cellular structure. There were no charring or heat effects noted on the hair follicles or the laceration edge, nor were the squamous epithelial cells damaged in any way. Some hair follicles near the laceration edge were cut and the tissue appeared to be bruised in the southern section, with hesitation marks in the northern section indicating it had been cut with a sharp instrument. Radiological tests were also done on sections of the sample to determine if the tissue had been irradiated, results were negative. The overall results indicated the sample had not been burned or even singed.

The recent rash of animal mutilations in South Texas has given rise to a variety of theories as to the perpetrators. The theories range from UFO's to cult activities to government experimentation.

AUGUST 19 - 1980

Brazil

CREW FROM FLYING SAUCER SPEAK TO FARMER AND SAY THEY WILL RETURN.

Belém (AGS) - Petrified, farm-worker Domingos Monteiro Brito, resident of Camaracú Island, in Bragança, watched two beings physically resembling human beings, descend from a strange silent vehicle, brightly-lit, near his home on the beach. They started talking to him, asking countless questions, then returned into their strange vehicle and, once more in complete silence, took off at a vertiginous speed, after informing him that they would return to the same place on the 25th of this month.

Domingos is still scared about the sighting of an object which he believes must have been a flying saucer that appeared in front of his house at dawn on one of the last days of November when he had gone out for some fresh air, for his room was very hot.

First he noticed a luminous dot that approached at an incredible speed to the spot where he stood and that increased in size as he watched it until it came to only a few metres from the beach. The farm-worker watched it stop for a few seconds at only a few metres from the sand, and then descend smoothly until it touched the ground and stood still. From inside it came out two beings with the appearance of normal men, and he does not recollect whether they came through a door or not, but that they approached him. They spoke to Domingos in his own language, asked countless questions, such as if in that neighborhood there were large uninhabited areas and other questions on the same kind.

Domingos became paralysed with fear and cannot even remember how he replied or even if he replied. He only recollects that before entering their vehicle, the beings promised that, at dawn on the 25th, they would reappear at the same spot for another contact with him, Domingos Monteiro Brito. Their vehicle, which lifted off, was a kind of flattened sphere above and below, greyish, very well-lit, but not emitting any kind of heat or smell of gasoline. Domingos went over to the police at Bragança, telling Police Chief Lauro Bastos his story, and he, in turn, informed the Delegate of the Interior, Euclides Vasconcelos, of the event.

Credit: Irene Granchi.

STOP PRESS

Three Survive U.F.O. Attack

Two women and a 7 year old boy have suffered physical harm after an apparent close encounter with a U.F.O. near Dayton, Texas, U.S.A.

Betty Cash, Vickie Landrum and Colby Landrum were travelling home from a bingo game in Cleveland, Texas, which is 40 miles from their home in Dayton.

At approximately 9 p.m. the sky was lit up by a fiery object, Betty Cash was driving at the time and quickly stopped as the object came down in front of them. Betty Cash then got out of the car and walked towards the object. Betty described the object as being diamond-shaped and silvery looking. She could also hear beeps above the tornado-like noise the object was making.

Both women stated that the object gave off intense heat and light.

After seven minutes or so, the object rose in the air and moved away to the west, which is in the direction of Houston. As it did so, Betty and Vickie counted 23 unmarked, double-rotored helicopters trying to close in on the object.

Subsequently, military officials in central Texas stated that the records did not show any large movement of helicopters on that night.

However, the U.F.O. was seen by three other motorists 30 minutes earlier, and 20 miles further east of the main sighting.

Betty Cash has since suffered from lumps on her body and hair loss. Vickie Landrum developed a cataract like film over her eyes within days of the incident, and will probably go blind. Her son Colby, whilst escaping physical harm, wakes up at night from nightmares.

The case is still under investigation by the Aerial Phenomena Research Organisation.

— Condensed from the "Weekly World News"
March 24th, 1981

U.F.O.s - The World Wide Enigma

"If you shut up truth and bury it under the ground, it will but grow, and gather to itself such explosive power that the day it bursts through it will blow up everything in its way".

Emile Zola.

Society History

At this point perhaps it may be opportune to present a brief history of the Victorian U.F.O. Research Society.

The earliest U.F.O. group to form in Australia was the "Australian Flying Saucer Bureau" under the direction of Edgar Jarrold and Andrew Tomas, in the early 1950s. At the same time, Fred Stone inaugurated the "Australian Flying Saucer Research Society" in Adelaide. After approximately two years the Bureau closed down and was regarded as a branch of the "Australian Flying Saucer Research Society" under Andrew Tomas. This shortly broke from Adelaide and became the "Australian U.F.O. Investigation Centre" with Dr. Clifford at its head until 1958, when the Presidency passed to Dr. Lindtner.

The "Australian Flying Saucer Research Society (Victorian Branch)" was formed on the 17th February, 1957 as a branch of the "Australian Flying Saucer Research Society" and later that year was re-organised as the "Victorian Flying Saucer Research Society" with Mr. Peter E. Norris L.L.B. as President. In 1968 the name was again altered — this time to the "Victorian U.F.O. Research Society".

During this time, the Society has published various papers and is probably best known for its publication Australian Flying Saucer Review, curtailed in 1972 due to high costs and subsequently superseded by the Australian U.F.O. Bulletin and at one stage sponsored and produced a quarter-hour program on a Melbourne radio station under the heading of "The Truth Behind Flying Saucers".

The Society had held a dispassionate attitude on U.F.O.s, claiming it is a scientific problem deserving closer attention. It has also met regularly in General Meetings and maintains the largest U.F.O. library in the Southern Hemisphere, making books available by post, to members throughout the Commonwealth.

Membership of this Society — which maintains the largest membership of any U.F.O. organisation in the Southern Hemisphere — is open to all who are genuinely interested in the subject.



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This Society would appreciate readers' reports on U.F.O.s. Please

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